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# GRAIN-GROWING AND CANADIAN EXPANSION

BY EDWARD PORRITT

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CANADA has had full control of her own affairs since the forties of the nineteenth century—certainly since 1858, when the United Provinces of Quebec and Ontario enacted a tariff in which protective duties were levied on imports from Great Britain. The older provinces—Nova Scotia, New Brunswick, Quebec, and Ontario—have been of Confederation since 1867. Progress in the material development of the Dominion, despite many obstacles, has been almost continuous since that time; but in no period since 1867 has the progress of the Dominion been so obvious to the world as in the six years from 1906 to 1912. All this progress and all the attention that Canada is now attracting are due almost entirely to the immigration of the last six years into the four provinces of the Dominion west of the Great Lakes, and in particular to the extension during that period of the area under grain in the provinces of Manitoba, Saskatchewan, and Alberta.

It is, I am convinced, no exaggeration to say that neither the old nor the new world ever before witnessed an immigration comparable with that which since 1906 has been pouring into the provinces west of the Great Lakes. There certainly was never before an immigration into any part of the Anglo-Saxon world that was accompanied by such activity in bringing new lands under cultivation, in the extension of existing railways and the building of new lines, or in the provision of public works by governments and municipalities as has been going on since Saskatchewan and Alberta, formerly of the Northwest Territories, came into the Dominion as provinces in 1905.

Immigration into the United States since 1900 has been much larger than immigration into Canada during the same

twelve years. But in this country it is not newly opened lands that are the attraction; and immigration into the United States in recent years has distributed itself among the industrial cities, where a fully developed political civilization was in readiness for the new-comers. Part of the immigration into Canada since 1900 has gone to the cities of Montreal and Toronto and to the smaller industrial centers of Ontario, where a political civilization was fully developed and where the problems created by the new-comers were those of housing and school accommodation. By far the larger part of the immigration, however, has gone into the prairie provinces, and especially into Saskatchewan and Alberta. It has gone into an area that seven years ago had a population of less than two hundred thousand; and here a political civilization much more complete and comprehensive than that of the period when this area was governed as Northwest Territories from Ottawa has had to be organized while the stream that began in 1906 has been pouring in.

Manitoba has been a province since 1870; British Columbia has been of Confederation since 1871; but material progress in these two provinces was slow, hesitating, and uncertain until the great tide of immigration spread over the whole of the country between the Great Lakes and the Rocky Mountains. The main line of the Canadian Pacific Railway from Montreal to Port Moody, British Columbia, was completed in 1886. From the time the railway reached as far west as Winnipeg and Brandon—Manitoba cities which were connected with the head of the Lakes and with Ottawa and Montreal in 1883—free grants of homesteads from the Dominion Government, cheap lands from the Canadian Pacific Railway Company and the Hudson Bay Company, grain-growing on these lands and the business enterprises incidental to grain-growing have been the magnet that has attracted immigration to the country between the Great Lakes and the foot-hills of the Rocky Mountains. For fourteen or fifteen years after the Canadian Pacific had opened out this country the movement of population into it was comparatively slow. There were not more than 420,000 people—not more than the population of many an American city of the first class—in what are now Manitoba, Saskatchewan, and Alberta at the census of 1901; and in the grain season that preceded this census—the season of 1899—

1900—although the export of grain from Manitoba had been going on since 1883 and from what is now Saskatchewan from 1884, the total quantity of wheat available for Canadian milling and for export was not quite twelve and a half million bushels.

An immigration propaganda has been conducted by the Dominion Government continuously since Manitoba came into Confederation in 1870. Its aim since the Canadian Pacific Railway began to serve Manitoba in 1883 has been to induce immigration from overseas and from the United States into the country west of the Lakes. From Confederation to 1912 the Dominion has spent \$17,000,000 on this propaganda. Nearly eight and a half million dollars—half of the aggregate expenditure since Confederation—were spent between the incoming of the Laurier Administration in 1896 and its defeat at the general election in 1911.

Much new energy was infused into the propaganda from 1897 onward; but the full effect of the policy of stimulating immigration from the United States and continental Europe, as well as from England, Scotland, and Ireland, was not apparent until the turn of the century. From 1896 to 1900 in no year did the number of immigrants reach fifty thousand, and by no means all these immigrants went into the prairie provinces. Since 1900 people have been moving into the prairie provinces at an average rate of a little over one hundred thousand a year. The stream, which began to reach to its present proportions only in 1906, began to widen in 1902, when the total number of immigrants arriving in Canada was 67,000. But taking the year 1900 as the starting-point the average annual immigration into Manitoba, Saskatchewan, and Alberta and British Columbia has been over one hundred thousand.

Of the 2,118,712 immigrants who arrived in Canada in the years from 1900 to 1912, the destination of 1,202,497 was in the provinces west of the Lakes. A large proportion of the 903,000 immigrants who arrived in the Dominion in these twelve years not booked through to the West migrated there later on; and in these twelve years also tens of thousands of Canadians, born in Ontario or Quebec or the Maritime Provinces, joined the stream of new-comers from overseas or from the United States that has been continuously pouring into the grain-growing provinces and British Columbia.

Until 1908 or 1909 British Columbia received only a trickle of the immigration. The main stream did not go beyond the prairie country of which Calgary, Alberta, is the western center. But since 1909 population has been spreading all over the four western provinces; and British Columbia, while it is not of the grain-growing territory, has been enormously stimulated in its development by the constantly increasing area of land in the prairie provinces that since 1906 has been put under grain. Oats, barley, and flax are now grown in these provinces. Over fifty-three million bushels of oats were graded by the Government inspectors at Winnipeg in the season of 1911-12—the season which began on September 1, 1911, and ended on the 31st of August last. Flax is exported to oil-mills in the United States, while for oats, in addition to the export trade by way of Montreal or Buffalo, there has been during the last four or five years a growing demand from the hundreds of railway construction camps dotted all over the country from the Lakes to the Pacific Ocean. But it is wheat that gives Manitoba, Saskatchewan, and Alberta their world-wide fame. It is wheat-growing that since 1900 has been attracting to these provinces men who intend to make their living from the land; and on the success and expansion of wheat-growing depend the industrial and commercial prosperity of the older provinces of Ontario and Quebec.

With the exception of Prince Edward Island—the little garden province, with less than a hundred thousand inhabitants, with no mineral or lumber resources, and practically no manufactures — all the provinces are more or less affected by the prosperity of the great and constantly extending wheat-growing area of the Dominion. British Columbia, which lies adjacent to this area, is confidently expecting gains in trade and population from the opening of the Panama Canal. If the canal were already open and the expected increases in the lumber and coal industries and in the transport and distributing business of British Columbia were in hand, with further increase well in sight, prices for sites in Vancouver and Victoria for department stores, hotels, office buildings, and warehouses could scarcely be higher than they have been during the last three years. An enormous amount of railway building is now going on in British Columbia. The Canadian Pacific, the Grand Trunk Pacific, the Canadian Northern, and the Great Northern are

all spending large sums of money in the province. The Canadian Pacific expenditures are on extensions at Vancouver and in its neighborhood. Those of the Grand Trunk Pacific and the Canadian Northern are on lines connecting British Columbia with the prairie provinces and the East. But these extensions and new lines are due not so much to the construction of the Panama Canal as to the development of the last ten years in the three grain-growing provinces.

It is, moreover, this great development in the country between the Rocky Mountains and the Great Lakes that accounts for the growth of the coal and lumber industries of British Columbia and for the large increase in recent years in fruit culture along the shores of Okanagan, Arrow, Kootenay, and other of the beautiful lakes of British Columbia. Most of the fruit grown in these valleys is marketed in the prairie provinces, where little or no fruit of any kind is grown.

The newer fame of Victoria and Vancouver as residential cities is also partly due to the prosperity of the grain-growing provinces. British Columbia was famous for its scenery and its climate in the days when it was a crown colony. These attracted settlers from England in the fifties and sixties of last century. They have attracted tourists from eastern Canada and the United States ever since the Canadian Pacific was carried across the continent in 1886, since the days when there were not a hundred thousand people in the wide stretch of country between Port Arthur and the Pacific coast. The vogue of British Columbia as a tourist resort has increased with the growth of population in the middle western and the inter-mountain States; but much of the prosperity of British Columbia which is due to its climate and its scenery, as distinct from recent developments in lumbering, mining, and fisheries, may be attributed to the prosperity of grain-growers in the prairie provinces and of business men in the cities who are engaged in enterprises that are subsidiary or incidental to the great business of grain-growing.

In the prairie provinces men look eastward when intent on business. Their interests then lie in the direction of Toronto or Montreal. On holiday bent, or when intent on escaping the rigors of winter in the prairie provinces, they turn westward; and this tendency of people in these prov-

inces during the last six or seven years has made Victoria and Vancouver popular residential cities, cities which bid fair to become the Brighton, the Hastings, or the Eastbourne of the Dominion.

It is this prosperity of the grain-growing provinces also that keeps the iron and steel plants and the woolen-mills of far-distant Nova Scotia employed. Halifax and Sydney, the principal ports of Nova Scotia, both profit from it. From Sydney during navigation season rails and other products of the local steel-mills are shipped to Port Arthur and Fort William for distribution in the prairie provinces; and Halifax in the winter months, when the St. Lawrence is closed by ice, gets a large share of the immigration business and of the import trade of the West. The cotton-mills in the neighborhood of St. John, and the shoe factories at Fredericton, New Brunswick, prosper when the prairie provinces are prospering; and from December to April St. John is the only Canadian port from which grain is shipped to Great Britain.

Every province, except Prince Edward Island, has thus a direct interest in the inflow of immigration and in the extensions that follow in the area under grain in the prairie provinces. But none of the provinces east of the Lakes have a greater interest in the West than Ontario and Quebec; for grain-growing beyond the Lakes is for the Dominion, and for these two provinces in particular, much what the gold-mines on the Rand and the diamond-mines at Kimberley are for all the four States of the South African Union. If it were possible to imagine the mines eliminated from the industrial economy of British South Africa it would be difficult to see what reason Johannesburg and Kimberley would have for existence; and without Johannesburg and Kimberley, Cape Town, Port Elizabeth, East London, and Durban would be deprived of four-fifths of the importing, distributing, and banking business of which they are now the centers.

Quebec, Montreal, Toronto, and Hamilton are not so dependent on grain-growing in the prairie provinces as Cape Town and Durban are on the mines. These Canadian cities were ports and centers of distribution, and of some manufacturing, before Confederation, when British Columbia was the only province west of Ontario and when the vast stretch of country between the Lakes and the Rocky Mountains

was in the sole possession of the Hudson Bay Company. Ontario and Quebec were thriving provinces before Confederation and before East and West were connected by the Canadian Pacific Railway. But the recent growth of Montreal, Toronto, and Hamilton is due to grain-growing beyond the Lakes much more than to any development in rural Ontario or Quebec or any increase in the material progress of the Maritime Provinces. Nearly nine-tenths of the factories of the Dominion are in Ontario and Quebec; and these factories, all protected by the tariff against British as well as American competition, furnish the West with most of its manufactured goods. These two provinces, moreover, benefit enormously from the great increase in transport business—transport by lake and canal as well as by rail—that has come since 1900 with the development of grain-growing in Manitoba, Saskatchewan, and Alberta.

The newer Ontario cities of Port Arthur and Fort William at the head of lake and canal navigation are even more dependent on grain-growing than Cape Town and Durban are on the gold and diamond mines. These two new cities on Thunder Bay have been created by the grain industry. They are at the gateway to the West. They live and thrive on the movement of grain from west to east and on the movement of merchandise and coal from east to west. Everything going west, whether by lake and canal or by all rail route, must go by way of Port Arthur or Fort William. All the wheat that is not milled at Calgary, Regina, Brandon, or Winnipeg goes eastward for milling in Ontario and Quebec or for export *via* the two cities at the head of the Lakes. There are ten great elevators there; and in the autumn of 1912 three new ones were building, one of which is to be owned and worked by the Dominion Government. In the winter when navigation is closed grain is carried eastward over the Canadian Pacific Railway from Port Arthur and Fort William to St. John for export to Great Britain; and in still larger quantities is stored in the elevators at the head of the Lakes awaiting the opening of navigation in April.

Wheat harvested in Manitoba, Saskatchewan, and Alberta is graded at Winnipeg by government inspectors before it is shipped eastward. The grain-export business began in 1883 just as soon as the construction of the Canadian Pacific Railway made it possible to get Manitoba grain to the head



of the Lakes. The Manitoba Grain Act, under which grain is inspected and graded by officers of the Dominion Government, became operative in 1886. But the grain export business was of sixteen years' standing before the wheat graded at Winnipeg in any one year exceeded a total of twenty million bushels. It suddenly increased from eight million bushels in 1898 to twenty-six million bushels in 1899. This was a year before the present stream of immigration began to pour into the prairie provinces—immigration the results of which are strikingly manifest in the grain statistics since 1901. Forty-five and a half million bushels of wheat were sent forward to the elevators at Fort William and Port Arthur in 1901. In 1909 ninety-five million bushels went through the elevators, while in the grain year that ended on August 31, 1912, the wheat handled at the upper lake elevators amounted to one hundred and forty-six million bushels. In the current year—that which began on September 1, 1912—the expectation is that two hundred million bushels of wheat will be graded by the government inspectors at Calgary and Winnipeg.

The great increase in the production of grain, directly due to the immigration, is at the foundation of the present wide-spread prosperity in all the provinces of the Dominion, and it accounts for an activity in railway-building in the country west of the Great Lakes that is without precedent in the history of any of the British oversea dominions. This activity in the summer and autumn of 1912 will be better realized when it is recalled that in 1900 the only railway connecting eastern Canada, the Great Lakes, and the Pacific Ocean was the Canadian Pacific. Until the large immigration began in 1900 this road, with its single track and branch lines forking out north and south, met all the needs of British Columbia, Alberta, Saskatchewan, and Manitoba as regards connection with the ports at the head of the Lakes, with Toronto, Ottawa, Montreal, and the Atlantic coast. This was the position in 1900; and it was 1904 before there was any movement for the construction of a second trans-continental railway.

There was legislation in 1904 and 1905 by the Dominion Parliament providing for the building of the Grand Trunk Pacific, which when completed in 1913 will connect all four western provinces with Fort William and Port Arthur and also with Montreal and with tide-water at St. John. Three

years before the Laurier Government carried the first Grand Trunk Pacific Act through Parliament the Canadian Northern Company had been organized and had taken over from the Government of Manitoba the lines—some three hundred and fifty miles—which had been built by the Northern Pacific and the Manitoba Railway Company and subsequently acquired by the Government. This was the beginning of the Canadian Northern Company, a beginning unlike that of the Canadian Pacific or the Grand Trunk Pacific, which both originated with the Government at Ottawa. Between 1902 and 1908 the Canadian Northern built or acquired other lines outside the province of Manitoba; and it is now constructing lines, chiefly in British Columbia, Ontario, and Quebec, which when linked up will give the Dominion its third transcontinental railway.

The western terminal of the Grand Trunk Pacific is already established at Prince Rupert, British Columbia. The western terminals of the Canadian Northern are to be at Vancouver and Port Mann on the Fraser River. While an enormous area of new land is opened out by these new lines of the Grand Trunk and the Canadian Northern, these lines, like those of the older Canadian Pacific, are to serve all the larger cities between the Great Lakes and the Pacific coast. Next year will see the completion of the Grand Trunk Pacific, which has under construction in the West 1,017 miles of railway, of which 600 are to be finished this year. A year later the Canadian Northern will be completed from the Great Lakes to the Pacific coast and also to Montreal.

Two years before a commencement was made on the Grand Trunk Pacific, and long before it was generally realized that the Canadian Northern was to construct a third transcontinental line, the Canadian Pacific had begun the double tracking of its line from Port Arthur westward toward Winnipeg. Last year the double tracking was carried as far as Brandon, 133 miles west of Winnipeg; and this year it has been continued farther west to Regina and eastward from Vancouver to Kamloops. About 115 miles of the work on these sections was completed in 1912. Double tracking has also been proceeding in 1912 from Port Arthur to Sudbury; and soon after the two new transcontinental lines connect the Atlantic with the Pacific the Canadian Pacific will have a double track railway all the way from Montreal to Vancouver.

Pressure during the grain season is greatest between Winnipeg and Fort William, and next between Calgary and Winnipeg. Hence double tracking has been pushed with most energy between the Great Lakes and Calgary. The building of branch lines into new grain-growing areas has proceeded with the work of double tracking; and in 1912 over eight hundred miles of steel have been laid on new branch lines of the Canadian Pacific between the Great Lakes and the Pacific Ocean.

Since 1906 new stations have been built at every city on the Canadian Pacific between Port Arthur and Banff, Alberta. The spaciousness and beauty of these stations are a surprise to visitors who are in the West for the first time. But these new stations, like the new legislative buildings at Regina, Edmonton, and Victoria, and the buildings of the new provincial universities of Saskatchewan at Saskatoon and of Alberta at Strathcona, are proofs of the confidence of the people of these western provinces that the existing prosperity is on a stable foundation and will continue and increase, no matter what may happen to the extraordinary boom in real estate that since 1910 has extended across the continent from Port Arthur to Victoria.

Nearly twenty thousand men were at work on railway construction in the western provinces during the whole of the season of 1912. The three great railway companies were competing for men; and work on each of the transcontinental lines was limited only by the ability of the contractors to secure men and to obtain rails, structural steel, and other necessary materials. The pressure on the existing lines all through the year, and especially after the grain transport season opened in September, was greater than ever before in the history of the prairie provinces; and the conviction in the West was that just as soon as the Grand Trunk Pacific and the Canadian Northern were connected from coast to coast these companies would be compelled to follow the example of the Canadian Pacific and commence at once to double track their lines from the foot-hills of the Rocky Mountains to the Great Lakes.

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